

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Currently Amended) A cross-tie for a railroad rail assembly, said cross-tie comprising:

a plurality of tire treads, said tire treads being stacked and secured to one another via an interposed membrane and an adhesive to form a stacked structure, said stacked structure having a height defining a height direction, a width defining a width direction and a length defining a length direction, wherein said tire treads are stacked in said height direction and wherein each of said tire treads has substantially straight and continuous side surfaces along its length, at least one of the upper and lower surfaces of said cross-tie is defined by at least one tire tread, and the thickness of said elastomeric membrane is less than the thickness of said tire tread;

first and second support members respectively disposed on a first side and an opposed second side of said stacked structure such that said stacked structure is interposed between said first and second support members in said width direction, said first and second support members each having a height substantially coinciding with said height of said stacked structure, a width, and a length substantially coinciding with said length of said stacked structure, wherein said first and second support members are respectively secured to said first and second sides of said stacked structure via at least one of an interposed cement, an adhesive and a membrane; and

a third support member disposed on an upper surface of each said first and second support members and on an upper surface of said stacked structure, said third support member having a height, a length that substantially coincides with said lengths of said stacked structure and each said first and second support members, and a width that is greater than said width of said stacked structure so that said third support member overlaps said upper surfaces of said stacked structure and said first and second support members in said width direction such that said third support member substantially covers said upper surfaces of said first and second support members and said upper surface of said stacked structure, wherein said third support member is respectively secured to said upper surfaces of said stacked structure and said first and second support members via at least one of an interposed cement, an adhesive and a membrane;

whereby a width of said cross-tie is defined by said width of said third support member, a height of said cross-tie is defined by a combined height of said stacked structure and said third support member, and a length of said cross-tie is defined by any one of said length of said stacked structure, said first support member, said second support member, and said third support member; and

wherein a lower surface of said cross-tie is defined by one of said tire treads of said stacked structure.

2. (New) The cross-tie of claim 1, wherein at least one of said first, second and third support members is a tire tread.

3. (New) The cross-tie of claim 1, wherein at least two of said first, second and third support members is a tire tread.

4. (New) The cross-tie of claim 1, wherein each of said first, second and third support members is a tire tread.
5. (New) The cross-tie of claim 1, further comprising an outer skin layer covering at least a portion of an outer surface of said cross-tie.
6. (New) The cross-tie of claim 5, wherein said outer skin layer comprises rubber.
7. (New) A laminated assembly having a first dimension extending in a first direction, a length dimension extending in a length direction substantially perpendicular to said first direction, and a second dimension extending in a second direction substantially perpendicular to said first and length directions, said assembly comprising a plurality (n) of tire treads stacked in one of said first and second directions, said tire treads being secured to one another via an interposed elastomeric membrane and adhesive, each of said tire treads having a length substantially coextensive with the length of said assembly and having substantially straight and continuous side surfaces along said length thereof, a width substantially coextensive with one of the height and width of said assembly, and a thickness equal to  $1/n$  of the other one of the height and width of said assembly, wherein at least one of the upper and lower surfaces of said assembly is defined by at least one tire tread, and wherein the thickness of said elastomeric membrane is less than the thickness of said tire tread.
8. (New) The assembly of claim 7, further comprising an outer skin layer covering at least a portion of an outer surface of said assembly.

9. (New) The assembly of claim 8, wherein said outer skin layer comprises rubber.
10. (New) The assembly of claim 7, further comprising a plurality of fasteners passing through said plurality of tire treads.
11. (New) The assembly of claim 7, wherein said tire treads are secured to one another through a vulcanization process.
12. (New) A method of manufacturing a laminated assembly having a first dimension extending in a first direction, a length dimension extending in a length direction substantially perpendicular to the first direction, and a second dimension extending in a second direction substantially perpendicular to the first and length directions, said method comprising the steps of:
- providing a plurality (n) of tire treads, each having a length substantially coextensive with the length of the assembly and having substantially straight and continuous side surfaces along said length thereof, a width substantially coextensive with one of the height and width of the assembly, and a thickness equal to  $1/n$  of the other one of the height and width of the assembly;
  - stacking the tire treads one upon another; and
  - securing the stacked tire treads to one another via an interposed elastomeric membrane and adhesive;
- wherein at least one of the upper and lower surfaces of said assembly is defined by at least one tire tread, and wherein the thickness of said elastomeric membrane is less than the thickness of said tire tread.

13. (New) The method of claim 12, wherein said securing step further comprises positioning fasteners through the stacked tire treads.

14. (New) The method of claim 12, wherein said securing step comprises a vulcanization treatment.

15. (New) The method of claim 12, further comprising a step of buffing said tire treads before said stacking step.

16. (New) The method of claim 12, further comprising a step of pressing said stacked tire treads.

17. (New) The method of claim 12, further comprising a step of curing said adhesive material.

18. (New) The method of claim 17, further comprising a step of grinding a side surface of said secured, stacked tire treads, thereby removing excess adhesive.

19. (New) The method of claim 12, further comprising the step of forming an outer skin layer on at least a portion of an outer surface of said assembly.

20. (New) The method of claim 19, wherein said outer skin layer comprises rubber.

21. (New) A laminated assembly, comprising a plurality of tire treads stacked in a height dimension of the assembly, said tire treads being secured to one another via an interposed elastomeric membrane and adhesive, wherein each of said tire treads has substantially straight and continuous side surfaces along its length, at least one of the upper and lower surfaces of said assembly is defined by at least one tire tread, and the thickness of said elastomeric membrane is less than the thickness of said tire tread.

22. (New) The assembly of claim 21, further comprising an outer skin layer covering at least a portion of an outer surface of said assembly.

23. (New) The assembly of claim 22, wherein said outer skin layer comprises rubber.

24. (New) A laminated assembly, comprising a plurality of recycled tire treads stacked in a width dimension of the assembly, said tire treads being secured to one another via an interposed elastomeric membrane and adhesive, wherein each of said tire treads has substantially straight and continuous side surfaces along its length, at least one of the upper and lower surfaces of said assembly is defined by side edges of the tire treads, and the thickness of said elastomeric membrane is less than the thickness of said tire tread.

25. (New) The assembly of claim 24, further comprising an outer skin layer covering at least a portion of an outer surface of said assembly.

26. (New) The assembly of claim 25, wherein said outer skin layer comprises rubber.